

THE CHINA MAIL.

No. 3525.—MAY 12, 1890.

Notices to Consignees.

FROM SOUTHBAYA, SAMARANG, BATAVIA AND SINGAPORE.

THE Steamship *Alma* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godows Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 21st instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., Agents.

Hongkong, May 7, 1890.

552

To Let.

TO LET.

THE TOP FLOOR of GIBB, LIVINGSTON & CO.'s House, consisting of Five SPACIOUS ROOMS and Three BATHROOMS, suitable either as Offices or Dwelling Apartments.

For terms, apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, January 14, 1890.

95

To Let.

A HOUSE in WEST TERRACE. Immediate Entry. Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, May 3, 1890.

501

To BE LET.

FIRST FLOOR of No. 3, BLUE BUILDINGS.—From 1st June.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Victoria Buildings, Hongkong, April 29, 1890.

803

To LET.

N. 3, MORRISON HILL. Entry, 1st June.

Apply to G. C. ANDERSON,

13, Praya Central.

Hongkong, April 22, 1890.

752

To LET—FULLY FURNISHED.

TOP FLOOR No. 1, BLUE BUILDING,

for Two or Three Months during Summer. Apply Captain GARDNER.

Hongkong, May 5, 1890.

883

To LET.

CHINA REVIEW.

NOW READY.

To-day's Advertisements.

HONGKONG RIELE ASSOCIATION. KWON KWAN YEEN CHALLENGE CUPS.

THE SECOND STAGE of the NINTH COMPETITION will take place on SATURDAY NEXT, the 17th Instant, at 3 p.m. To commence at the 700 yards range. Entrance Fee, 30 Cents.

A Launch will leave the P. & O. Wharf at 2.45 p.m., to take over Competitors.

C. VIVIAN LADDIS,

Hon. Secretary.

Hongkong, May 12, 1890.

880

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco ... \$26.00

To San Francisco and return ... 39.75

To Liverpool ... 32.00

To London ... 33.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by the Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (see sera) within one year will be allowed a discount of 10%. This allowance does not apply to tickets for travel from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Postages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central, C. D. HARLAM, Agent.

970

981

To-day's Advertisements.

STEAM TO SHANGAI.

The P. & O. S. N. Co.'s Steamship *Rosetta*, Capt. G. W. Brady, will leave for the above place TO-MORROW, the 13th instant, at Daylight.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, May 12, 1890.

856

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Japon*, Capt. T. S. GARDNER, will be dispatched for the above Ports on SATURDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

DAVID SASOON, SONS & CO., Agents.

Hongkong, May 12, 1890.

878

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI (Passing through the INLAND SEA).

The Co.'s Steamship *General Werner*, Captain M. EICHLER, will leave for the above Ports on or about the 17th instant.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, May 12, 1890.

875

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGAI.

The Co.'s Steamship *Nekar*, Captain H. SUTHER, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, May 12, 1890.

876

FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godows Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th instant will be subject to rent.

Consignees are also hereby informed that all Claims must be made immediately, as now will be entertained after the 18th instant.

Bills of Lading will be countersigned by

DAVID SASOON, SONS & CO., Agents.

Hongkong, May 12, 1890.

874

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 4th day of June, 1890, at 4 p.m., the Company's Steamship *NECULAR*, Capt. H. Sutler, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GROIA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd June; Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are retained.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, May 12, 1890.

877

DAKIN BROS. OF CHINA, LIMITED, H. E. M. I. S. T. S.

AERATED WATERS.

Our Plant comprises the latest improvements, and is one of the most complete and efficient ever shipped from England.

The Purity of the water is certified by analysis.

The construction of the machinery and system of manufacture in force ensures cleanliness and absence of all contamination in the finished waters.

The following are manufactured daily:

SERATED WATER, GINGER ALE,

SODA WATER, SELTZER,

LEMONADE, LITHIA,

TONIC, SARSAPARILLA.

PHOSPHOZONE.

Dakin's PHOSPHOZONE.—A Delightful Tonic Beverage, free from Alcohol. Since its introduction to Public Notice as a first Class Substitute for Alcoholic Liquors, it has gained great popularity, and deservedly so, and we look forward with confidence to its general adoption where a pleasant stimulant beverage is required without above injurious effects common to Alcoholic Stimulants.

General Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central, C. D. HARLAM, Agent.

970

981

To-day's Advertisements.

CONTRACTS FOR THE FRENCH SQUADRON.

TENDERS are REQUIRED for the SUPPLY

(1) of VICTUALS and SUNDRY PROVISIONS to the French Men-of-War in this Harbour and at Canton DURING THE TWO YEARS, to begin on the first June next;

(2) of COALS to the French Men-of-War in this Harbour DURING ONE YEAR, to begin on the 15th instant.

Specifications, Bills of Quantities and Forms of Tenders can be seen on application to the French Consulate, 10, Wyndham Street, between the hours of 10 a.m. to 12, and 2 to 4 p.m. daily.

SEPARATE TENDERS for

(1) VICTUALS and SUNDRY PROVISIONS;

(2) COALS;

to be sent under Sealed Covers on or before THURSDAY, 13TH INST., at 9 A.M., to the French Consulate.

The Consul for France, G. GUYERAUD.

882

HONGKONG TRADING COMPANY, LTD. (LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

(*)

Summer Season.

SPECIAL SHOW

NEW PARIS MILLINERY.

"NEW DRESS GOODS."

SPECIAL SHOW

Summer Season.

THE CHINA MAIL

LOCAL AND GENERAL.

THE SALT CANAL.
Outward Bound—*Leopold Brook*, April 11; *Pommerich*, Nanchang, 15; *Aschile*, Highfield, 18; *Dorsetshire*, *Neckar*, Hanover, 22; *Gloster*, 25; *Mendips*, Caledon, 29; *Telamon*, May 2; *Kriga*, 6; *Prudent*, *Fath*, 9.
HOWARD BOUND—TWIN, March 28; *Wenam*, 28; *Meridian*, April 18; *Ludic*, 22; *Carmarthenshire*, Clevedon, 23; *Skenfrid*, 29; *Aztec*, Madras, May 3; *Prussia*, 9; *Spartan*, 9.

The Norddeutscher Lloyd, S. S. Coy, steamship *Nekar*, with the German Mail of the 15th April, left Singapore on Sunday, the 11th inst., at 8 a.m., and may be expected here on or about Friday, the 16th inst.

The delivery of the English Mail was begun at 4.45 p.m. yesterday.

During the week ending 11th May, 1890, 101 Europeans and 1,045 Chinese visited the City Hall Museum.

MESSENGERS & CO. inform us that the Norddeutscher Lloyd's s.s. *Nekar*, carrying the German Mails of the 15th April, left Singapore on Sunday, the 11th inst., at 8 a.m., and may be expected here on or about Friday, the 16th inst.

Among the passengers who arrived by the English mail steamer *Rosita* yesterday was Mr. Thomas Jackson, who resumes the chief management of the Hongkong and Shanghai Bank during Mr. Noble's absence. Until Mr. Jackson's return to London Mr. Evan Cameron will take charge of the London office.

The Band of the 1st A. & S. Highlanders will play the following programme at the Officers Mess to-morrow evening commencing at 8 p.m.—

Overture *Fra Diavolo* Author.
Valse *El Dorado* Ropé.
Selection *Henry VIII* Sullivan.
Euph. Solo (song) *Love's old sweet* Mulvey.
Selection *Reminiscences of Wales* Godfrey.

WORK CHAR. A young leper, was brought before Mr. Robinson in the Police Court to-day, charged with assaulting his mother, a professional footbinder. The complainant said his son met her in the street the other day and demanded \$10. She refused to give him the money, and he struck her on the head with a chopper. His Worship sentenced the unkind defendant to six months' hard labour, and ordered that he be twice exposed in the stocks during that period, three hours on each occasion, and also that he be kept in solitary confinement for ten days.

We are glad to hear that the annual gathering at Shek-Wan produced nothing in the shape of serious crime this year, probably owing to the presence of a man-dan and company of a hundred "braves," whose proceedings appear to have been of an unusually quiet and orderly description, no sensational incident of any kind being reported. The double execution, with which it was said the worshippers were to be regaled, did not take place. The victims, in fact, had previously had their heads chopped off, and they could not reasonably be expected to stand an operation of that sort twice. The execution, we understand, occurred at the Bogus Forte on the 10th April, when there was a "chaste and elegant general slaughter" of thirteen alleged malefactors, by order of General Fong.

Mr. Wodehouse held an inquiry at the Magistracy to-day into the death of G. J. Purdy, second officer of the s.s. *Archie*, who shot himself on the 14th April on board the steamer. Capt. Rowin of the s.s. *Archie*, said the deceased was about 27 years of age. The victim was in Victoria Harbour on the date mentioned, and the Captain, who had been ashore in the forenoon, found on going aboard at 2 p.m. that the deceased had shot himself. He went to deceased's room and saw him lying on the floor moaning. There was a hole on each side of his head, as if a bullet had passed through. A steward named Bell was sent for a doctor and the police. The doctor arrived about a quarter to three and examined the deceased, and ordered his removal to the hospital. Deceased had been on the ship only about 17 days. The Captain did not know anything about the circumstances which led him to commit suicide. He hoped to be always in good spirits, and the deceased never noticed any thing wrong in his deportment, and he considered that an international arrangement had been made to let him go ashore. The deceased was shot about 1.30 on the Friday afternoon coming from the second deck round, and on jumping in to see what had happened, he found the deceased lying on the floor with a wound in the side of his head, and blood running down his face. A revolver was lying on a sailor's bed beside him. The sailors were all empty except one, in which there was an empty cartridge. Deceased was quite unconscious. Witness made arrangements for sending a doctor and surgeon to the deceased, and deceased's officers were searched for a revolver, but nothing was found that suggested treason. He had then just come on board the ship having been ashore, and he appeared to be then in his usual way. The same engineer who supported him by a majority of the world's experts, a currency composed of the two men was least liable to violent fluctuations than a single currency. It was absurd to suppose it to be impossible to fix a legal ratio between gold and silver, and he considered that an international arrangement was desirable. Sir Lyon Playfair argued that England, as the chief creditor nation of the world, ought not to negotiate on unequal terms with other nations. Sir William Harcourt was surprised that Mr. W. H. Smith's views were not regarded as the views of the Government. He denied that the Admiralty would establish stability in the currency. Mr. Balfour, Sir Richard Webster, Sir Edward Clark, Professor Stokes, Sir William Gladstone, Mr. Jacob Bright, Mr. Waddy Stanley James, Mr. Edward Lyons, Mr. Jess Telling, and Mr. G. Sutherland supported the arguments of the Admiralty.

Mr. Harcourt, Mr. Gladstone, Mr. Campbell-Bannerman, Mr. Balfour, Sir George Grey, Mr. Henry Smith, Mr. Edward Clark, Mr. Charles Russell, Sir Edward Lyons, Mr. W. H. Smith, Mr. Matthews, Mr. Gladstone, Mr. Michael Hicks, Mr. George Hamilton, Sir Michael Hicks, Mr. Edward Lyons, Mr. Jess Telling, and Mr. G. Sutherland supported the arguments of the Admiralty. The Admiralty maintained that the time had come when the members of the Council must meet while the mail continued to leave on Thursday. The Surveyor General said he did not think there would be any difficulty in making such arrangements as His Excellency suggested. The Council then adjourned till Friday at 3 p.m.

Two young German noblemen who have been singing in Germany have just been converted to Christianity, and been baptised at the church of Blasdorf, near Berlin. They desire to marry two young German girls, whose parents insisted on their conversion as a condition of their marriage. The girl by the name of Mrs. Curt, and is going to the Military School at Berlin, and hopes to pass his career in the Prussian Army.

Mr. Bruno, known as M. Bruno, Viscount Kobayashi, is known as M. Bruno, and is reading for the Bar.

A Correspondent writes to the *Singapore Free Press*:—In the Directors' Report on the Jebel Mining and Trading Company for the year 1889, it will have been noticed that three or four policemen were mentioned as the only force provided to keep the peace in that district. This is far from correct, during the last six months from 26 to 34 men have been stationed in Jebel, and during the last three years the force has not numbered less than 16. An addition of a small body of Sikhs is to be made shortly. It will be seen that the police force stationed in Jebel is steadily increased in accordance with the influx of Chinese, and that the company could have increased the number of copies employed by them to a very much greater extent without any difficulties arising from insufficient means of ensuring the preservation of the specimens.

It is also stated in the same report that the Jebel road has been closed to Colombo on the morning of the 25th ult. and left again the same afternoon. She is bound from Odessa to Vladivostok, and has on board 28 first-class passengers and 1,341 soldiers. The *Oris* is a perfectly new boat, built at Newcastle-on-Tyne, and appears to be capable of good speed as we are told that on her trial she made 10 knots an hour, and she made the run from Aden at an average of over 15 knots. Captain Kasz is in command, and the crew numbers 96 men. The registered tonnage is 2,400 tons.—*Ceylon Times*.

The new Russian steamer *Oris*, belonging to the Russian Volunteer Fleet, arrived at Whiteinch on the Clyde. The vessel is built throughout of steel, has teak decks, will be fitted with triple-expansion engines of 8,000 indicated horse-power, and with all the latest improvements and labour-saving appliances for working cargo. The dimensions of the *Fing Suez*, the new vessel was, name—Length, 360 feet; breadth, 41 feet 3 inches; depth of hold, 28 feet 3 inches; and it is expected that she will be equipped and ready to load for the East about the middle of May. Captain Jaques, for many years in the company's service, will take command of this new vessel. Mr. David Reid performed the ceremony of naming the *Fing Suez* as the vessel was loosened from the stocks and slid easily and majestically down the ways on to the river Clyde amidst the cheers of the assembled crowd.

SAY THE *EUROPEAN MAIL*.—The Governor of Hongkong has come to this side for a spell, not being so robust in health as his friends might wish. I am sorry to see, too, by the Eastern papers just to hand, that Sir William was not improving as he came along, as from different points it appears that he was not looking well. These hot climates certainly do not agree with him; and it would be a good idea for the popular Governor if he could get back for an easy term to some more congenial and temperate gubernatorial post. Sir William was—barring the present ruler, Sir John Thurston—the most popular Governor they have so far had in Fiji. He followed Sir Arthur Gordon in the Government of that interesting and prosperous little Colony; and, if ever a man had a difficult task under all the circumstances he has had one now, he took over Government House from Sir Alexander Sir William. Dr. Veux is both an animal and a able administrator, and, not being one of the bold-vaulting class of officials, he does not hold exactly that high position in the Colonial service to which his merits entitle him.

MYSTEROUS DISAPPEARANCE OF A EUROPEAN IN SINGAPORE.—Dr. Emil Lüning, the Medical Officer of the s.s. *Conqueror*, lately at the *Borneo Wharf*, left his ship at 1 a.m. last Thursday morning (2nd May) to keep an appointment with Dr. Koch of the Medical Department, with whom he had arranged to take tiffin at the Club. From the time of leaving the ship Dr. Lüning has most inacently disappeared, and as far as the police have been discovered, although the Police have been making inquiries and carrying their investigations to the last, all parties are at a loss. A strange feature in the case is the owner of the ship, Dr. Lüning, went to the Club on the 1st, and said and said, "Well, old fellow, I will see you good bye" to which the mate replied, "And we never going to see you again?" This omen of course being able to portend something very serious.

THE MAGISTRATES' BILL.

A meeting of the Legislative Council was called for two o'clock this afternoon to consider the Magistrates' Bill in committee. There were present: His Excellency the Officer Administering the Government, Hon. F. Fleming; Hon. W. M. Deane, Acting Colonial Secretary; Hon. W. M. Goodman, Attorney General; Hon. Samuel Brown, Surveyor General; Hon. N. G. Mitchell-Innes, Acting Registrar General; and Mr. F. A. Hazlewood, Acting Clerk of Councils.

There being no quorum, His Excellency did not take the chair till a quarter to three.

His Excellency said he had waited a considerable time in the hope that some of the unofficial members would arrive and enable them to proceed with the business. The Colonial Treasurer, unfortunately, was sick, and without him the official members did not form a quorum. Under these circumstances the Council would stand adjourned till Friday at three o'clock. He believed Friday was the day on which the Sanitary Board usually met, and as he saw one of the members present he could only express the hope they would make such arrangements as would enable the Council to sit on Friday.

QUEENSLAND papers received to-day state that the *Isabel*, a cutter under the British flag, had recently been captured by natives on the coast of Netherlands New Guinea, the vessel being plundered, and the crew murdered. It is said that two other vessels have lately met with the same fate there.

The Admiralty have decided to recommission the composite gun-vessel *Beller* for another term of service on the China Station. The *Beller* was commissioned at Sheerness in May, 1887, and left for Hongkong about the same time as the *Wasp*, which foundered on her way from Singapore to Hongkong.

A large number of persons, says the *Street* of 5th inst., visited Messrs. L. Johnston & Co.'s offices on Saturday to inspect the four cases of specimens in transit from Haifa to Brisbane, and much interest was manifested by the aid of a howitzer, a mortar and pistol, and some pails of water. It was obvious that the specimens were rich in gold. It is suggested that the local Raub directors should follow the example of the "Goldfields of Siam" and send specimens to the exhibition of gold-mining to be held shortly in London.

The new Russian steamer *Oris*, belonging to the Russian Volunteer Fleet, arrived at Colombo on the morning of the 25th ult. and left again the same afternoon. She is bound from Odessa to Vladivostok, and has on board 28 first-class passengers and 1,341 soldiers. The *Oris* is a perfectly new boat, built at Newcastle-on-Tyne, and appears to be capable of good speed as we are told that on her trial she made 10 knots an hour, and she made the run from Aden at an average of over 15 knots. Captain Kasz is in command, and the crew numbers 96 men. The registered tonnage is 2,400 tons.—*Ceylon Times*.

The Chairman—I think that closes the formal business of the meeting. The report is a short one. I think it is really the better way not to say too much in the report. But it frequently happens that information is obtained at the meeting by inquiry. No questions, however, have been asked. Perhaps it would be satisfactory to you if I gave you a little more information than is contained in what I may call the official report. I should like to say in the first place that the good results during the past year are mainly due to the efficiency of the staff and to the supervision of Mr. Talbot, the secretary, who is practically the manager of the business and industry in the year, we must attribute to a great extent our industrial results. But no amount of industry and care will make a business like this succeed unless the secretary, who is practically the manager of the business, is on good terms with the whole of the staff; and the whole of the staff have worked cordially and in the most friendly manner with him, and that has helped us a great deal. I think another thing that has helped us a great deal was the increase of capital, which perhaps we have to say about the meeting by inquiry. No questions, however, have been asked. Perhaps it would be satisfactory to you if I gave you a little more information than is contained in what I may call the official report. I should like to say in the first place that the good results during the past year are mainly due to the efficiency of the staff and to the supervision of Mr. Talbot, the secretary, who is practically the manager of the business and industry in the year, we must attribute to a great extent our industrial results. 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THE CHINA MAIL.

[No. 8525.—May 12, 1890.]

Mails:

Mails:

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship PARTHIA, 1,317 Tons Register, Capt. Wallace, will be despatched from VANCUVER to SINGAPORE, PENANG, O. LOMBO, ADEN, ISMALLA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship THAMES, Captain W. A. SEATON, R.M.R., with Her Majesty's Mail, will be despatched from this LONDON and BOMBAY and SUEZ CANAL, on THURSDAY, 18th May, at Noon.

Garno will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables may be transhipped to Colombia, Tea and General Cargo for London will be conveyed by Liverpool without transhipment, arriving one week later than by the ordinary direct route old Colombia.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

**K. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1890.**

812

NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,**

**MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;**

**ALSO
LONDON, HAVRE AND BORDEAUX.**

ON THURSDAY, the 22nd May, 1890, at Noon, the Company's S.S. OCEANIE, Commandant PORDINER, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLE for the principal places of Europe.

Shipping Orders will be granted till

4 p.m. Parcels will be received on board until 3 p.m. on the day before sailing.

Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX,
Agent,
Hongkong, May 9, 1890.**

868

Occidental & Oriental Steam-Ship Company.

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA.**

THE OVERLAND RAILWAYS,

**AND
ATLANTIC & OTHER CONNECTING STEAMERS.**

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 22nd May, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcels should be marked to address full; and same will be received at the Company's Office, until 5 p.m. the day before sailing.

First-class Rates granted as follows:

To San Francisco, \$225.00

To San Francisco and return, \$393.75

Available for 6 months.

To Liverpool, \$36.00

To London, \$39.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight on Passage, apply to the Agency of the Company, No. 61, Queen's Road Central.

G. D. HARMAN,

Agent,

Hongkong, April 29, 1890.

869

Mails:

Intimations.

**CHAS. J. GAUPP & CO.,
Chronometers, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.**

**NAUTICAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.**

**VOGELANDER'S CELESTROGRAPH,
BINOCULARS AND TELESCOPES,
Roulette, Liquid and other COMPASSES,
ADMIRALTY AND IMRAY CHARTS,
NAUTICAL BOOKS.**

**English Silver & Electro-Plated Ware,
Chinese & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY
in great variety.**

DIAMONDS

**PLATINUM, &c.,
DIAMOND JEWELLERY,**

**a Splendid Collection of the latest LONDON
PATENT, at very moderate prices.**

742

On the 15th May, at Noon.

To be followed by the S.S. BATAVIA,

on the 12th June, and S.S. ABYSSINIA,

on the 3rd July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and our Steamers.

Through Passage Tickets granted to England and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex., \$210.00

To Montreal, New York, &c., \$20.00

To Liverpool, \$35.00

To London, \$30.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invitations to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

**MADEWYN, FRICKEL & CO.,
General Managers.**

Hongkong, April 29, 1890.

790

WEEK DAYS.

8 a.m. to 10 a.m. every quarter of an hour.

12 noon, 1 p.m. " half hour.

1 p.m. to 3 p.m. " quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

CHURCH TRAMS at 10.40 a.m.

12 noon to 2 p.m. every quarter of an hour.

4 p.m. to 8 p.m. " 10.30 p.m., 11 p.m.

Special CARs may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five Cent Coupons and Reduced Tickets at the Office.

10.30 a.m. to 11 p.m.

11 p.m. to 12 midnight.

12 midnight to 10.30 a.m.

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